



Agenda
Pedestrian & Bicycle Safety Committee
May 12, 2020, 7:00 P.M.
Village Committee Room
3930 North Murray Avenue, Shorewood, WI

This meeting is being held via teleconference.

You may alternatively join the meeting via phone number: **1-312-626-6799**
When prompted, enter the access code **965-1746-0210** followed by the pound or hash (#).

1. Call to order
2. Consider Approval of March 10, 2020 Minutes
3. Consider Recommendation on Temporary Alternative Open Spaces
4. Adjournment

DATED at Shorewood, Wisconsin, this 7th day of May, 2020,

VILLAGE OF SHOREWOOD
Sara Bruckman, CMC/WCMC
Village Clerk

It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may be in attendance at the above stated meeting to gather information; no action will be taken by any governmental body at the above stated meeting other than the governmental body specifically referred to above in this notice. Should you have any questions or comments regarding any items on this agenda, please contact the Village Manager's Office at 847-2700. Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals.



Pedestrian and Bicycle Safety Committee

Minutes

March 10, 2020 7 P.M.

Village Hall

3930 N. Murray Avenue, Shorewood, WI 53211

1. Call to order

The meeting was called to order at 7:11 p.m.

Members present: Dzidra Benish, Chris Hansen, Diane Jakubowski, Rachel Ellerman (arrived at 7:19 p.m.), and Jerry Lynn

Others Present: Assistant Village Manager Tyler Burkart, Katie Gnau

Not Present: Jennifer Baynes, Sydney Shimko

2. Consider Approval of February 11, 2020 Minutes

Mr. Hansen moved, seconded by Ms. Jakubowski to approve the February 11, 2020 minutes. Motion approved by 4-0 vote.

3. Public Comments

Ms. Kathy Stokebrand attended the meeting. Ms. Stokebrand mentioned some of the recent bike incidents in the Shorewood and North Shore area. She inquired about implementing Safe Routes to School program through the Bike Federation. In Brookfield this is a recreation program that acts as a bike camp and requires a fee for entry. The response from the Community and Recreation Services Committee was not receptive to the idea. Ms. Stokebrand asked for the Pedestrian and Bicycle Safety Committee's interest in this initiative.

The Village received an email from a resident inquiring about parabolic exit mirrors for all businesses to help vehicles exiting a parking lot see pedestrians and bicyclists using space in the right-of-way.

4. Staff Liaison Updates

Mr. Burkart mentioned meetings starting in April will be moved to the Village Center. He inquired about members' availability each month. Meetings will be from 6:30 – 8:00 p.m. since the Village Center closes at 8:00 p.m. This change is due to the fact Mr. Burkart won't be able to attend every meeting in the future, and closing the building is a concern of his if no staff liaison is present. Lastly, Ms. Baynes mentioned she will no longer be able to serve on the Committee.

5. Discuss Pedestrian and Bicycle Safety Month

The Committee reviewed the plan for the May safety month. For the April meeting, Ms. Ellerman will put together a calendar. Mr. Burkart will forward the calendar to Ms. Price to assure the SRC is available to participate. Mr. Lynn will get the gelato coupons and Culvers/Corner Bakery for the medallion hunt. Ms. Ellerman will follow up with UPAF. Ms. Gnau mentioned the Health Department sells bike helmets for \$10.00 and asked for the Committee to promote.

6. Discuss 2019 Annual Report and 2021 Future Initiatives

The Committee reviewed the annual report and future initiatives. Ms. Gnau shared support from ESAB to incorporate bicycle curriculum at the schools. The Committee would like to resurrect the bike school curriculum as well as working with the Police Department on bicycle/pedestrian safety. There was a concept of a retreat for community partners to review bicycle and pedestrian safety practices. Additional discussion centered around implementing transportation and parking analysis recommendations. Mr. Lynn moved to approve the annual report and future initiatives. Ms. Ellerman seconded the motion. Motion approved 5-0.

7. Discuss Future Projects and Initiatives

The Committee would like to invite Lt. Liebenthal to the next meeting. Ms. Jakubowski will look at some potential bumper sticker designs and costs. Mr. Burkart will add 2020 and 2021 initiatives in the next agenda packet.

8. Adjournment

Ms. Jakubowski moved to adjourn the meeting. Motion seconded by Mr. Lynn. Motion approved by 5-0 vote. Meeting adjourned at 8:16 p.m.

Respectfully submitted by,

Tyler Burkart
Assistant Village Manager



VILLAGE OF SHOREWOOD

REPORTS AND PRESENTATIONS TO PEDESTRIAN AND BICYCLE SAFETY COMMITTEE

Agenda Item: Consider Recommendation for Temporary Alternative Open Spaces

Date: May 12, 2020

Presenter: Tyler Burkart, Assistant Village Manager **Department:** Village Manager's Office

Agenda Item Discussion – *Please provide a summary of the agenda item along with bullet points highlighting the main items and key issues to be discussed.*

The Village has been receiving a number of requests for alternative outdoor spaces during the current pandemic, which may include street closures or temporary bike boulevards. Residents submitting the requests are referencing the Wisconsin Bike Federation's petition calling for low-volume streets ([Milwaukee Journal Sentinel article on petition](#)) to be closed to automobile traffic to provide additional space for people to walk and ride while maintaining social distancing. Some community members expressed a need for additional outdoor space. Meanwhile, the Village wants to make sure any proposal (if approved) would maintain the social distancing and other safety measures promoted by the North Shore Health Department.

After discussing the topic during their May 4 meeting, the Village Board is asking the Pedestrian and Bicycle Safety Committee to come up with a recommendation. The Committee will be able to utilize resources from the Police, DPW, and Village Manager's Office in order to finalize a recommendation in response to these requests. Committee members are encouraged to review the [Ped and Bike Master Plan](#) to see if any of those concepts can be applied to the recommendation. Committee members should also read through the [Village Board materials](#) on this topic prior to the meeting starting on page 176. Pedestrian and bicycle safety, availability of personnel and volunteers to move barricades and other traffic control, street cleanup of activities occurring in the right-of-way, traffic flow, access for emergency responders, selecting locations of alternative open spaces, and parameters for dogs are just some of the issues to be considered when finalizing a recommendation.

Community and Business Outreach – *If applicable, did you notify the community groups and businesses that are directly impacted by this agenda item. Please specify in attached communication plan how community groups and businesses will be informed of action after Village Board consideration.*

Yes No

Notification of this meeting was communicated through more channels than normal, including the weekly Manager's Memo, Facebook, and the front page of the website.

Action Required / Recommended – *Please include the recommended motion or possible actions for this agenda item.*

There is no recommended motion. The Committee is asked to formulate and approve a recommendation by the end of the meeting.

Attachments – *Please list the following attachments and supporting documents for this agenda item. Some attachments may be hyperlinked. Include Fiscal notes, if applicable, as the first attachment following this memorandum. Attachments may include: agreements/contracts, presentation materials, letters, service proposals, etc.*

1. Village Board May 4 Memo on Alternative Open Spaces
2. Article in New York Times titled “Cities Close Streets to Cars, Opening Space for Social Distancing”



VILLAGE OF SHOREWOOD

REPORTS AND PRESENTATIONS TO VILLAGE BOARD

Agenda Item: Explore alternatives to create safe outdoor spaces, including but not limited to, possible closure of streets, sidewalks and other areas of the municipality.

Date: May 4, 2020

Presenter: Rebecca Ewald, Village Manager

Department: Village Manager's Office

History – Please include a timeline of historical relevant events related to this agenda item. This may include previous Village Board action, policies, planning documents, etc. If able, hyperlink to previous agenda packets (include page number) to reference information. If there is no relevant history, N/A should be entered in this space.

1. March, 2020 – the Wisconsin Bike Federation started a petition calling for low-volume streets ([link](#) to article) to be closed to automobile traffic to provide additional space for people to walk and ride while maintaining social distancing.
2. The City of Madison implemented a [Shared Streets](#) plan during the time of the Stay at Home order. Madison evaluated their shared streets locations based on three key components: 1) Crowding issues, 2) Population, and 3) Density. In addition, they evaluated ease of cost/implementation, avoiding routes with public transit stops and impact to businesses doing curbside pick-up.
3. April, 2020 - Milwaukee County Parks closed Grant Park Drive through Grant Park to vehicle traffic and is hoping to add another parkway as a pilot site — either in Jackson Park or Lincoln Creek Parkway — before evaluating other routes. The parks department is working with the Milwaukee County Sherriff's Office and the City of Milwaukee to evaluate the feasibility and develop the logistics. North Shore Health Department (NSHD) has requested on behalf of the Village that Milwaukee County Parks close Estabrook Parkway. **PENDING - I'VE REQUESTED AN UPDATE FROM MILWAUKEE COUNTY PARKS**
4. NSHD does not recommend closure of local, low volume residential streets. Closure of individual blocks creates a block party environment that does not support the message of moving through our parks and adhering to social distancing. As an additional reference point, NSHD has also advised that communities do not issue block party permit requests until further guidance supports gatherings of 50 or more at one place/time in conjunction with the Badger Bounce Back plan.
5. Wisconsin DOT - modification and partial lane closures on Lake Drive, a state highway, require an approved permit. The DOT advised that they will not permit partial lane closure with cones but would permit partial lane closures with concrete barriers. In addition the DOT would allow the Village to prohibit parking on either side of Lake Drive if large message board signs were placed on the north and south end of Lake Drive advising of the new pedestrian lanes and construction bollards were placed on the dividing line between the parking lane and vehicle lane at each intersection to Lake Drive advising drivers with signage, and then placed along the same dividing line more sporadically to visually advise drivers the pedestrians/cyclists would be utilizing the parking lane for pedestrian activity.
6. Considerations for low volume residential street closures:
 - Would on-street parking be allowed?
 - What communication will take place with all residents along the route, informing them of the changes and requirements?

- DPW may need to rent road closure traffic signage/devices depending upon length of route/location/requirements and create new signage.
 - Waste Management recycling and Village refuse trucks will continue to access any closed areas.
 - Morris Boulevard has additional large vehicle traffic daily from our DPW department and Hubbard Park.
 - Roadway closures are not recommended within 1-2 blocks for the current [2020 Road Reconstruction Project](#) due to already displaced parking of vehicles and limited roadway access through August for residents along the construction routes.
7. All Shorewood Parks are open under the direction to “Move Through” the park. The beach is currently closed; however, it is anticipated that it will be open with possible restrictions in the near future. The Shorewood High School track is also open for public use, while adhering to social distancing.
 8. Here is a link to the [Village of Shorewood Comprehensive Bicycle Study](#), p. 17 has an overview map of currently bicycle facilities.
 9. Here is a link to the [Village Pedestrian & Bicycle Master Plan, 2015](#).

Agenda Item Discussion – *Please provide a summary of the agenda item along with bullet points highlighting the main items and key issues to be discussed.*

The information above was gathered in preparation for the discussion.

Community and Business Outreach – *If applicable, did you notify the community groups and businesses that are directly impacted by this agenda item. Please specify in attached communication plan how community groups and businesses will be informed of action after Village Board consideration.*

Yes No

If Yes, identify how and what community groups and businesses were notified.

Action Required / Recommended – *Please include the recommended motion or possible actions for this agenda item.*

To be determined by the Village Board.

Attachments – *Please list the following attachments and supporting documents for this agenda item. Some attachments may be hyperlinked. Include Fiscal notes, if applicable, as the first attachment following this memorandum. Attachments may include: agreements/contracts, presentation materials, letters, service proposals, etc.*

Cities Close Streets to Cars, Opening Space for Social Distancing

Boston, Minneapolis, Oakland and other cities have temporarily banned through traffic on streets, giving pedestrians and cyclists extra elbow room during the coronavirus pandemic.



Oakland, Calif., began closing streets to through traffic on Saturday to make it easier for residents to maintain a safe distance while outside. Credit...Jim Wilson/The New York Times



By Johnny Diaz

• April 11, 2020

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With roads cleared of traffic because of the coronavirus pandemic, some cities across the country have repurposed streets into car-free zones, giving pedestrians and cyclists extra room to spread out and practice [social distancing](#).

Cities including Boston, [Minneapolis](#) and Oakland, Calif., have closed streets to through motor traffic. Others [are extending sidewalks](#) to make more space for pedestrians looking to stay at least six feet apart. And some municipalities are considering adopting similar measures.

Samuel I. Schwartz, a consultant and former New York City traffic commissioner known as Gridlock Sam for his traffic-curbing efforts, supports the idea of car-free zones in the city.

“There is no more important resource in New York City and in all the dense cities after people than space,” he said on Saturday. “And cities are now dedicating 30 to 40 percent of their land areas to cars. This could be a welcomed reclamation movement.”

Traffic at New York City’s busiest bridges and tunnels [has fallen nearly 60 percent](#). The city recently experimented with a [short-lived pilot program](#) that converted parts of four major thoroughfares to pedestrians for social distancing. Mayor Bill de Blasio suggested that he [might revisit](#) the program, which drew criticism from advocates of alternative transportation for not going far enough.

In Oakland, some 74 miles of roadway, about 10 percent of the city’s streets, will eventually be closed to through motor traffic as part of a new program called [Oakland Slow Streets](#) that started on Saturday.

“This is an effort to give Oaklanders space to spread out to engage in outdoor recreation in a socially distant manner,” Mayor Libby Schaaf [announced](#) on Twitter on Friday.

The program began by closing four street segments to through traffic (local traffic and emergency vehicles were still permitted).

“We want Oaklanders to have space and give our parks a break,” she added, asking that residents wear a mask if they head outside.

An advocacy group for pedestrians and cyclists in Berkeley, Calif., has also started a [petition](#) calling for a similar car-free program that would temporarily repurpose the city’s bike boulevards.

On Saturday, the Massachusetts Department of Conservation & Recreation [closed three segments of parkways in the greater Boston area](#) to vehicles, leaving them open to pedestrians and cyclists only.



Image



William J. Day Boulevard in South Boston is closed to auto traffic over the Easter weekend. Credit...Michael Dwyer/Associated Press

The department said that the measures, which are currently in place for this weekend only, “will promote social distancing to aid in the prevention of spreading Covid-19.” The department said it would evaluate the effectiveness of the closures after the weekend.

In the Boston suburb of Brookline, the town’s Select Board and Transportation Board last week [approved](#) the extension of sidewalks along four major thoroughfares to enable social distancing for cyclists, pedestrians, wheelchair users and scooter riders. The modifications repurpose parking lanes, opening them up for pedestrians by limiting motor traffic.

[Jonathan Berk](#), a proponent of [new urbanism](#), applauded the efforts in Boston and beyond and said they allow residents to see their cities in a new light.

“I’m hoping that as we continue over the next few weeks and months to allocate more now-empty streets to people, it will show people the benefits of a less auto-centric urban environment,” he said in an email. “Showing urban residents what’s possible when you have this ‘blank canvas’ of street space to utilize for walking, biking, running, playing games with neighbors and just enjoying as a new, public neighborhood open space.”